

SAXBY & FARMER Ltd - RAILWAY SIGNAL MFRS.

Roy Gault

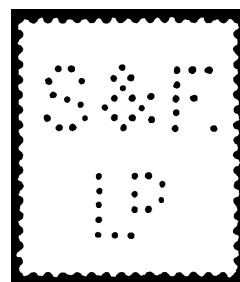
The usual route in establishing a provisional identity (Ø) is to follow up the post-town on a postmark and search Trade Directories for possible fits (within the time period of the stamp(s) involved) for the particular set of letters used on the Perfin. On this occasion the reverse is true! I've recently been looking at a 1908 copy of "Bradshaw's Railway Manual", kindly loaned to me by *John Nelson* to help out with some research for the Railway Catalogue. When I closed the book, I saw this advertisement 'gold tooled' into the back cover.

SAXBY & FARMER Ltd.
Chief Offices :—53, VICTORIA STREET, LONDON, S.W. Works :—CHIPPENHAM, WILTS.
Railway Signals & Safety Appliances.
BLACK'S IMPROVED ECONOMICAL FACING POINT LOCK.
GOLD MEDALS AND HIGHEST AWARDS:
PARIS, 1867, 1876, 1878, 1879, 1881, and 1885; VIENNA, 1873; BRUSSELS, 1876 and 1888;
LONDON, 1882, 1885, and 1892; PHILADELPHIA, 1876; MELBOURNE, 1880;
ANTWERP, 1885; BARCELONA, 1888; EDINBURGH, 1890; NIJNI-NOVGOROD, 1896;
SOUTH AFRICA, 1899.
SIGNAL WORK OF EVERY DESCRIPTION, ELECTRICAL & MECHANICAL.
Telephone, 285, Westminster. Registered Telegraphic Address, "SIGNALMEN, LONDON."

Could it be that they used perfin? Judging by their credentials they would seem to have been a big enough concern. A quick check in the ageing Section 'S' of the New Illustrated Catalogue showed there was indeed a contender - "S&F./Ld" (S2965.01).

Although at the time of publication (1994) this was a Die for which no stamp details were known, *Rosemary Smith* and *Barrie Williamson* have since reported a 1d 'F' and 1d I(RC), the latter dated 11th November 1913, allowing me to allocate a die-in-use date range of 1905-1915. Furthermore, there were partial postmarks of ...penham, and ...n, SW, which when read in conjunction with the 1908 advertisement, would indicate **Chippenham**, and **London SW**. QED!

1905-1915



S2965.01

The history of the company goes back to the mid-Victorian ‘Railway Mania’ era when as early as 1856 John Saxby, a fitter with the London & Brighton Railway Co, took out a patent for the ***Interlocking of Points and Signals***. In 1860 he was joined by John Stinson Farmer, who provided the capital for ***Saxby & Farmer***, and so was born the world’s first Railway Signalling manufacturer. Initially they set up their works in Haywards Heath in Sussex, but by 1870 had moved to Kilburn in north London.

In 1900, control of the company was acquired by Evans, O'Donnell & Co Ltd (incorporated in 1895) who were based in Chippenham, Wilts. This resulted in the Kilburn works being transferred to Chippenham in 1903, eventually becoming part of the newly formed Consolidated Signal Co in 1904. The company continued to trade under the Saxby & Farmer Ltd name until 1920 when the Consolidated Signal Co was acquired by the American based Westinghouse Brake Co Ltd. This resulted in a new company called the ***Westinghouse Brake and Saxby Signal Co Ltd***, although the Saxby part of the name was soon dropped.



This photograph of a small ‘Saxby & Farmer’ Signal Box at Boston Manor on the Piccadilly Line is courtesy of John Hinson.

(See also www.signalbox.org).

If you can add any more stamp details for “S&F./Ld” (S2965.01),
I would be pleased to hear from you!